

Commercial.

THIS DAY.

NOON.
A fair amount of share business has been put through this morning. Banks have been made the medium of some small cash investments at 100 per cent. premium, sellers, however, ruling the market at that rate when our report left. China Traders Insurance scrip has been negotiated on the new basis at 82 per share for cash, and there are still shares on offer at that price. A demand for Hongkong Fires at 345 was not responded to. A considerable amount of business has been done in the stock of the China Sugar Refining Co. Commencing at 145, a fair number of shares changed hands for cash; but as the demand was not equal to the supply a point lower was afterwards freely accepted. Sales have also been reported at 146 for the end of the month, and at 150 for December 31st. The remarkable depreciation in the market value of this stock is one of those incidents which "no fellow can understand." Doubtless the expected opposition from the gigantic Tai Koo undertaking at Quarry Bay is mainly responsible for what is properly described by the word collapse, but that alone is not a sufficient reason. It was currently rumored a short time ago that the shares for the Tai Koo Refinery were to be placed on the local market, which, if true, would of course have materially influenced the market operations in regard to China scrip; however, we believe we are correct in stating that the report is entirely without foundation. And so we are left with the unvarnished fact staring us in the face that China Sugars have, like some other stocks we met of, been simply made the medium of market operations, or in plain words a medium for stock exchange gambling. Messrs. Jardine, Matheson & Co. might, and certainly would be justified as general managers of the concern in so doing; give the shareholders some seasonable information regarding this extraordinary crisis; but they are scarcely likely to move in the matter, judging from Luzon experiences. No other stocks need be specially referred to at present.

Further sales of China Sugars have been arranged since we last wrote, but at a slightly reduced rate, namely, 143 for cash. At this quotation a fair number of shares have changed hands, but there are still plenty more on offer. Other stocks remain as per annexed list.

SHARES.

Hongkong and Shanghai Bank—	100
100 per cent. premium, sales and sellers.	
Union Insurance Society of Canton—	650 per share.
China Traders' Insurance Company—	82 per share, sales.
North China Insurance—	1,300 per share, sales.
Canton Insurance Company, Limited—	105 per share, sales and buyers.
Yangtze Insurance Association—	1050 per share.
Chinese Insurance Company—	320 per share, sales.
On Tai Insurance Company, Limited—	150 per share.
Hongkong Fire Insurance Company—	345 per share, buyers.
China Fire Insurance Company—	370 per share.
Hongkong and Whampoa Dock Company—	57 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—	50 per share, premium.
China and Manila Steam Ship Company—	120 per share.
Hongkong Gas Company—	80 per share.
Hongkong Hotel Company—	160 per share, buyers.
Indo-China Steam Navigation Company, Limited—	171 per cent. dis., sellers.
China Sugar Refining Company, Limited—	143 per share, sales and sellers.
China Sugar Refining Company (Debtors)—	2 per cent. premium.
Luxon Sugar Refining Company, Limited—	80 per share, sellers.
Hongkong Ice Company—	160 per share, sellers.
Hongkong and China Bakery Company, Limited—	80 per share, buyers.
Chinese Imperial Loan of 1878—	1 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—	2 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T.	3/7
Bank Bills, at demand	3/7
Bank Bills, at 30 days' sight	3/8
Bank Bills, at 4 months' sight	3/8
Credit, at 4 months' sight	3/8
Documentary Bills, at 4 months' sight	3/8
ON PARIS.—Bank, T. T.	46 1/2
Credit, at 4 months' sight	46 1/2
ON BOMBAY.—Bank, T. T.	25 1/2
ON CALCUTTA.—Bank, T. T.	25 1/2
ON DEMAND	22 1/2
ON SHANGHAI.—Bank, T. T.	73 1/2
Private, 30 days' sight	73 1/2

OPIUM MARKET—THIS DAY.

NEW MALWA	per picul, \$535
(Allowance, Taels 12)	
OLD MALWA	per picul, \$575
(Allowance, Taels 16)	
NEW PATNA, high touch (without choice)	per chest, \$595
NEW PATNA, high touch (first choice)	per chest, \$597 1/2
NEW PATNA, high touch (bottom)	per chest, \$600
NEW PATNA, low touch (second choice)	per chest, \$592 1/2
NEW PATNA, low touch (without choice)	per chest, \$592 1/2
NEW PATNA, low touch (first choice)	per chest, \$595
NEW PATNA, low touch (bottom)	per chest, \$597 1/2
NEW PATNA, high touch (without choice)	per chest, \$560
NEW PATNA, high touch (bottom)	per chest, \$562 1/2
NEW PATNA, high touch (first choice)	per chest, \$565
NEW PATNA, high touch (second choice)	per chest, \$565

Shipping.

ARRIVALS.

ACTIV, Danish steamer, 268, Rovebeck, 7th September, Haiphong 1st September, and Hoihow 7th, General—Arnold, Karberg & Co.
SATURUS, German bark, 608, Schade, 7th September, Whampoa 6th Sept., General—Siemssen & Co.
VICTORIEUSE, French frigate, Captain de la Batie, 7th September, from target practice.
HWA-YUEN, Chinese steamer, 981, Wilson, 8th September, Canton 7th September, General—C. M. S. N. Co.
J. A. BORLAND, American bark, 635, Y. A. Kent, 8th September, Newcastle 6th July, Coal—Russell & Co.
EUPHRATES, British steamer, 1,300, John Mitchell, 8th September, Amoy 6th Sept., General—Russell & Co.
ATLANTA, German steamer, 788, E. G. Pfaff, 8th September, Canton 7th Sept., General—Siemssen & Co.
HECTOR, British steamer, 1,588, Billings, 8th September, Foochow 6th Sept., General—Butterfield & Swire.
HAI-KING, Chinese gunboat, 8th September, from Canton.
RAJANATHANUHAH, British steamer, 793, W. T. Hunter, 8th September, Bangkok 31st August, General—Yuen Fat Hong.
OXUS, French steamer, 1,374, Rapale, 8th Sept., Marcellus 5th August, Naples 7th, Port Said 11th, Suez 13th, Aden 18th, Colombo 20th, Singapore 31st, and Saigon 5th Sept., Mail and General—Messageries Maritimes.
NINGPO, British steamer, 761, Cass, 8th Sept., Shanghai 5th September, General—Siemssen & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Hector, British steamer, for Singapore.
Suez, British steamer, for Foochow.
Fokien, British steamer, for Swatow.
Ping-on, British steamer, for Hoihow.
Activ, Danish steamer, for Hoihow.
Hwa-yuen, Chinese steamer, for Shanghai.
Granade, American ship, for Manila.
Goodell, American bark, for New York.
Euphrates, British steamer, for Singapore.

DEPARTURES.

September 7, **Yeh-sin**, Chinese str., for Shanghai.
September 8, **Laertes**, British str., for Amoy.
September 8, **Formosa**, British schooner, for Amoy.
September 8, **Suez**, British str., for Foochow.
September 8, **Fokien**, British steamer, for Shanghai.
September 8, **Fokien**, British steamer, for Swatow, &c.
September 8, **Europa**, British str., for Saigon.
September 8, **Chinkiang**, British str., for Ningpo and Shanghai.

PASSENGERS—ARRIVED.

Per **Euphrates**, str., from Amoy, 20 Chinese.
Per **Activ**, str., from Haiphong, &c.—47 Chinese.
Per **Oxus**, str., from Marcellus—Mr. Portusach for Hongkong. From Saigon—Messrs. Fischer, Carron, Geoffrey, and Chetty, 40 French Marines, and 71 Chinese. For Shanghai—Messrs. Morris, Gibson, Pettit, and Squires, from Marcellus.
Per **Hector**, str., from Foochow—Messrs. Rowe, Dunn, and Moger, 47 Chinese.
Per **Ningpo**, str., from Shanghai—Messrs. Menzies, T. Wright, Dr. Manliak, and Captain Thomas, and 63 Chinese.

REPORTS.

The British steamship **Euphrates** reports left Shanghai on the 6th instant. Had light winds and fine weather throughout.
The British steamship **Ningpo** reports left Shanghai on the 6th instant. Had moderate N.E. winds to Turnabout, thence to port had S.W. breeze and fine weather.

AMOI SHIPPING.

ARRIVALS.
27, Manheim, Swedish 3-m. sch., from Chefoo.
27, Kvik, Norwegian bark, from Newchwang.
28, Albany, British steamer, from Taiwan.
28, Ascanon, British steamer, from Taiwan.
28, Hailong, British steamer, from Taiwan.
29, Sewoo, British steamer, from Shanghai.
29, Tientsin, British steamer, from Swatow.
29, Kwangtung, British str., from Foochow.
30, Lusitania, German steamer, from Swatow.
31, Douglas, British str., from Hongkong.
31, Tamsui, British steamer, from Swatow.
31, Fokien, British steamer, from Taiwan.
DEPARTURES.
28, Lee-yih, British bark, for Foochow.
28, Volta, French corvette, for Shanghai.
28, Albany, British steamer, for Swatow.
29, Kwangtung, British steamer, for Swatow.
29, Tientsin, British steamer, for Shanghai.
29, Sewoo, British steamer, for Swatow.
30, G. H. Wapaus, Brit. bark, for Keelung.
30, Perle, British bark, for Foochow.
30, Oscar Mooyer, German bark, for Keelung.
30, Hailong, British steamer, for Taiwan.
30, Lusitania, German steamer, for Shanghai.
31, Douglas, British steamer, for Foochow.
31, Tamsui, British steamer, for Swatow.
31, Fokien, British steamer, for Taiwan.
September
1, Euphrates, British str., from Shanghai.
1, Emerald, British str., from Manila.
1, Menelaus, British str., from Hongkong.
2, Suez, British steamer, from Taiwan.
2, Don Juan, Spanish steamer, from Manila.
2, Wenchow, British steamer, from Swatow.
2, Albany, British steamer, from Hongkong.
2, Dorella, Siamese brig, from Foochow.
2, Namoa, British steamer, from Hongkong.
2, Glenogle, British str., from Hongkong.
August
28, Lee-yih, British bark, for Foochow.
28, Volta, French corvette, for Shanghai.
28, Albany, British steamer, for Swatow.
29, Kwangtung, British steamer, for Swatow.
29, Tientsin, British steamer, for Shanghai.
29, Sewoo, British steamer, for Swatow.
30, G. H. Wapaus, Brit. bark, for Keelung.
30, Perle, British bark, for Foochow.
30, Oscar Mooyer, German bark, for Keelung.
30, Hailong, British steamer, for Taiwan.
30, Lusitania, German steamer, for Shanghai.
31, Douglas, British steamer, for Foochow.
31, Tamsui, British steamer, for Swatow.
31, Fokien, British steamer, for Taiwan.

DEPARTURES.

September
1, Menelaus, British steamer, for Shanghai.
1, Emerald, British steamer, for Hongkong.
2, Daniel, German bark, for Keelung.
2, Sewoo, British steamer, for Shanghai.
2, Albany, British steamer, for Taiwan.

MAILS EXPECTED.

The P. M. steamer **City of Tokio**, with the next American mail, left Yokohama for this port to-day, and is due here on the 15th instant.

STEAMERS EXPECTED.

The O. S. S. Co.'s steamer **Amor**, from Liverpool, left Singapore on the afternoon of the 3rd instant, and is due here on the 9th.
The steamer **Naples** left Sydney on the 16th ultimo, and is due here on or about the 10th instant.
The N. I. S. N. Co.'s steamer **Compla** left Batavia on the 1st instant, and is due here on or about the 11th.
The Union Line steamer **Cambodia** left Singapore on the morning of the 5th instant, and is due here on the 11th.
The Glen Line steamer **Glenca** left Singapore for this port on the 6th instant, and may be expected here on the 12th.

SHIPPING IN HONGKONG.

STEAMERS.

AMOI, British steamer, 814, C. Hermann, 21st August, Canton 20th August, General—Siemssen & Co.—Kowloon Dock.
ANTON, German steamer, 395, Schroder, 2nd September, Manila 30th August, General—Wielor & Co.—Cosmopolitan Dock.
ARRATON APCAR, British steamer, 1,394, A. B. Macavish, 30th August, Calcutta 16th August, Penang 22nd, and Singapore 25th, Opium, Cotton, &c.—D. Sassoon, Sons & Co.
BENARTY, British steamer, 1,119, Le Boulillier, 3rd September, Saigon 31st August, Rice—Gibb, Livingston & Co.
C. T. HOOK, British steamer, 902, W. Jarvis, 3rd September, Nagasaki 28th August, Coal—Thos. Howard & Co.
CITY OF RIO DE JANEIRO, American str., 2,275, W. D. Seabury, 1st September, San Francisco 4th August, and Yokohama 26th, Mails and General—P. M. S. N. Co.
CRUSADER, British steamer, 647, T. Rowin, 30th August, Saigon 25th August, General—Arnold, Karberg & Co.
DOUGLAS, British steamer, 982, Samuel Ashton, 7th September, Foochow 4th September, Amoy 5th, and Swatow 6th, General—D. Laprairie & Co.
EMUV, Spanish steamer, 410, Rementeria, 30th June, Manila 27th June, General—Remedios & Co.—Kowloon Dock.
FAME, British steamer, 117 (Swapan)—Hongkong and Whampoa Dock Co.
HAINAN, British steamer, 281, J. Woone, 31st August, Haiphong 29th August, General—Aloing.
KUNC-PAT, Chinese steamer, 602, G. Buchanan, 6th September, Canton 5th Sept., General—C. M. S. N. Co.
LAERTES, British steamer, 1,391, R. F. Scale, 6th September, London 21st July, and Singapore 31st August, General—Butterfield & Swire.
LI YUNG, Annamite steamer, 150, Chun, 19th June, Touron 15th June, General—Chin-nese.
MORAY, British steamer, 1,427, W. S. Duncan, 31st August, Calcutta 12th July, and Singapore 25th, General—Jardine, Matheson & Co.
NABIAN, French steamer, 435, Garceau, 5th September, Haiphong 3rd September, General—A. R. Marty.
OLYMPIA, German steamer, 283, E. Christiansen, 6th September, Saigon 1st September, Rice—Siemssen & Co.
PING-ON, British steamer, 74, A. A. McCaslin, 6th September, Pakhoi 2nd September, and Hoihow 4th, General—Russell & Co.
SEA GULL, American steamer, 48, Hayden, Nov. 24th, China Traders' Insurance Co.
SIN TAIWAN, German str., 47, H. Viteen, 30th July, Taiwan 24th July, Ballast—Captain.
SUMATRA, British steamer, 1,406, T. Fairclough, 3rd Sept.—Bombay 16th August, General—P. & O. S. N. Co.
TANAN, French steamer, 1,750, Vaquier, 1st September, Yokohama 20th August, Mails and General—Messageries Maritimes.
VORWARTS, German steamer, 61, Boysen, 5th September, Kwang Yang, Hoihow 4th September, General—Wielor & Co.
WELLS, German steamer, 393, E. Piper, 7th September, Hoihow 5th September, General—Wielor & Co.
YEH-SIN, Chinese steamer, 754, Dregan, 6th Sept.—Canton 5th Sept., General—C. M. S. N. Co.

SAILING VESSELS.

ANNA, German bark, 447, W. Jensen, 20th Aug.—Newchwang 12th July, Beant—Wielor & Co.
ANTON GUNTHER, German bark, 441, F. Steinbrugg, 6th August, Touron 31st July, Coal—Melchers & Co.
BONITO, German bark, 527, H. Haase, 28th August, Newchwang 10th August, Beans—Wielor & Co.
CHANDLER, German bark, 683, Schae, 10th June, Touron 14th June, Coals—F. Blackhead & Co.—Kowloon Dock.
CHOCORUA, American ship, 1,163, Locke, 30th June, Higo 31st May, Ballast—Master—Aberdeen Dock.
ELSE, German brig, 287, Brinckmeier, 25th August, Iloilo 5th August, Sapanwood—Captain.
ERLKONG, German bark, 456, A. Nantly, 20th August, Newchwang 17th July, Beans—Siemssen & Co.
FORMOSA, British schooner, 381, W. T. Quayle, 8th August, Newchwang 10th July, Beans—Siemssen & Co.
GOODALL, American bark, 843, Wm. R. Hogan, 18th July, New York 30th Jan., Kerosine Oil—Russell & Co.
GRANDEE, American ship, 1,254, Jacobs, 15th July, Newcastle, N.S.W., 28th May, Coal—Order.
GREYHOUND, British brig, 231, Prescott, 9th August, Albany, W.A., 16th June, Wood—Gillman & Co.
HANNA, German bark, 499, L. O. Dencken, 21st August, Hamburg 14th April, General—Wielor & Co.
HELEN, Swedish 3-m. schooner, 199, H. O. Berggren, 11th August, Port Natal 13th June, Ballast—Turner & Co.
HENG SENG, Siamese bark, 316, W. H. Reynolds, 24th August, Bangkok 10th August, General—Chinese.
H. W. DUDLEY, American bark, 1,083, D. W. Dudley, 1st Sept.—Nagasaki 23rd August, Coal—Captain.
JACOBINE, German bark, 417, C. H. Christensen, 20th August, Newchwang 20th July, Beans—Ed. Schellhass & Co.
KILLIS, British bark, 795, H. Wallace, 12th August, Hamburg 11th April, General—Siemssen & Co.
LOUISA, German 3-m. sch., 246, Schlerloch, 2nd Jan.—Whampoa 31st Dec., General—Captain.
MAOIC, British schooner, 214, White, 20th Aug.—Newchwang 25th July, Beans—Order.
MARIE, German bark, 465, Hyland, 20th August, Newchwang 17th July, Beans—Wielor & Co.
MATHEW, German bark, 355, N. T. Toling, 21st August, Quilnion 15th August, General—Ed. Schellhass & Co.
MYVANNY, British barkentine, 162, James Vincent, 23rd August, Port Natal 27th Dec.—Ballast—Turner & Co.
ROBERT DIXON, American ship, 1,368, O. C. Young, 23rd August, Cardiff 31st April, Coal—Russell & Co.
SIAMSE, British steamer, 537, C. L. Jorgensen, 23rd August, Awin 6th August, General—Kin Tye Loong.
SILVER EAGLE, British bark, 588, S. Richards, 21st August, London 9th May, General—Wielor & Co.
SOUNTAG, American bark, 1,004, F. D. Wells, 9th August, Newcastle, N.S.W., 7th June, Coal—Adamson, Bell & Co.
SOUTHERN CROSS, American ship, 1,066, G. A. Bailey, 18th August, New York 4th April, Coals—Russell & Co.
SPARTAN, American schooner, 85, Ch. Vincent, 26th July, from Chungking—W. H. Ray.
ST. IDROC, French bark, 388, J. Durand, 29th August, Newchwang 10th August, General—Wielor & Co.
STILLMAN, British bark, 567, W. S. Eldridge, 28th August, Honolulu 3rd July, Oil and Coal—Russell & Co.

HONGKONG—SAILING VESSELS.

Continued.

STARLIGHT, Siamese bark, 570, Muller, 16th August, Bangkok 11th August, General—Order.
THREE BROTHERS, British bark, 366, Kahlocke, 1st Sept.—Quinhon 25th August, General—E. Tye Hong.
TWILIGHT, American ship, 1,265, W. C. Warland, 8th June, Newcastle, N.S.W., 14th April, Coal—Adamson, Bell & Co.
VELOCITY, British bark, 490, R. Martin, 27th August, Chefoo 11th August, General—Pustau & Co.
WRECKER, American lorchia, 55, Henderson, 16th July, Guap Island 1st June, General—Blackhead & Co.
ZOUAY, American ship, 1,202, Robert C. Lopez, 3rd August, Cardiff 4th April, Coals—P. & O. S. N. Co.

WHAMPOA.

CITADEL, British bark, 264, Morrison, 28th August, Newchwang 4th August, Beans—Man Yuen Loong.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston—Butterfield & Swire.
Ho-nam, British steamer, 1,377, T. Benning—Hongkong, Canton, & Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holme—C. M. S. N. Co.
Kiu-kiang, British steamer, 617, G. B. Lefavor, Hongkong, Canton, & Macao Steamboat Co.
Kiung-chow, British steamer, 150, Goggin—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890—Hongkong, Canton, & Macao Steamboat Co.
White Cloud, British steamer, 527, A. Benning—Hongkong, Canton, & Macao Steamboat Co.
Yot-sai, British steamer, 180, Hoyland—Hongkong, Canton, & Macao Steamboat Co.

AMOI.

In Port on 4th September, 1883.

Amoy, German schooner, 314 (Thetzen)—H. A. Petersen & Co.
Anna Dorothea, German bark, 343 (Jensen)—Pasadag & Co.
Annie, German schooner, 330 (Moller)—H. A. Petersen & Co.
Confucius, Siamese schooner, 258 (Simpson)—Pasadag & Co.
Doret, Siamese brig, 300 (Martin)—Order.
Ernst, German schooner, 356 (Hildebrand)—Pasadag & Co.
Francisca, German bark, 365 (Gontard)—Russell & Co.
Froehlich, German brig, 360 (Moller)—Pasadag & Co.
G. H. Wapaus, British bark, 533 (Schroder)—Pasadag & Co.
Helene, German bark, 250 (Kossov)—Boyd & Co.
Hieronymus, German bark, 425 (Ipland)—H. A. Petersen & Co.
Kvik, Norwegian bark, 416 (Larsen)—Pasadag & Co.
Manhem, Swedish schooner, 462 (Jansson)—H. A. Petersen & Co.
Minna Deutschman, German schooner, 164 (Spielberg)—H. A. Petersen & Co.
Wagrien, German schooner, 179 (Dibbern)—H. A. Petersen & Co.

FOOCHOW.

In Port on 30th August, 1883.

Mozart, German brig, 250 (Storm)—Chinese.

SHANGHAI.

In Port on 30th August, 1883.

Argos, British brig, 289 (Mitchell)—Nils Moller.
Brunette, British bark, 375 (Turnbill)—Morris & Co.
Charon Wattana, Siamese bark, 565 (Ulrich)—Butterfield & Swire.
Chihaya Maru, Japanese bark, 441 (Yamamoto)—M. B. Kalsbia.
Chingtao, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Diamond, British bark, 391 (Inokay)—Morris & Co.
Dorothy, British bark, 310 (Croad)—Drysedale, Ringer & Co.
Earl of Elgin, British bark, 979 (Morrison)—S. C. Farnham & Co.
Engle, Siamese bark, (Gammor)—Master.
Gesine Brons, German bark, 401 (Trumbuck)—Siemssen & Co.
Helena, British bark, 565 (Hansen)—Nils Moller.
Kolga, German bark, 540 (Lone Bang)—Russell & Co.
Leander, British ship, 148 (Hamilton)—J. W. Muller.
Lucky, Siamese bark, 424 (Sequila)—Master.
Mary L. Stone, American ship, 1,420 (Jonselyn)—C. & J. Trading Co.
Obed Baxter, American bark, 877 (Baxter)—Turnbill, Howie & Co.
Siam, Siamese bark, 225 (Thomson)—Butterfield & Swire.

NAGASAKI.

In Port on 18th August, 1883.

Evangelina, British schooner, (Bell)—Holme, Ringer & Co.
H. W. Dudley, American bark, (Dudley)—Master.
John Potts, British bark, 373 (Cargill)—Master.
Louise, American schooner, 280 (Lawrence)—Holme, Ringer & Co.
Stout, Norwegian bark, 581 (Hennester)—Holme, Ringer & Co.
Wild Wager, American bark, 1,008 (Sawyer)—C. & J. Trading Co.

YOKOHAMA.

In Port on 25th August, 1883.

Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
Black Diamond, German bark, 670 (Boyd)—P. Bohm.
E. von Beaulieu, German bark, 336 (Geiting)—Grosser & Co.
F. Abbey, American bark, 1,048 (Marey)—R. Isaacs.
Galveston, German bark, 619 (Stunkel)—M. B. M. S. Co.
Gasm, British schooner, 294 (Mama)—Master.
Hindoo, German bark, 541 (Mathiesen)—M. B. M. S. Co.
J. E. Graham, British bark, 1,304 (Cochran)—Messageries Maritimes.
J. V. Troop, British ship, 1,291 (Farnworth)—Comes & Co.
Louise, French bark, 300 (Lemoine)—P. M. S. Co.
M. Wenckleman, American bark, 505 (Alberg)—M. Hermann & Co.
Minerva, German brig, 319 (Duhme)—Jardine, Matheson & Co.
Normandy, American ship, 1,150 (E. F. Tukey)—Master.
Pearl, American bark, 536 (Howe)—Jardine, Matheson & Co.
St. David, American ship, 1,535 (Frost)—J. D. Carroll & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Chefoo.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Chefoo.
Champion, corvette, 14 guns, Captain Collins, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippisley, Chefoo.
Cockchafer, gunboat, 4 guns, Lieut. Com. Wood, Foochow.
Curacoa, corvette, 14 guns, Captain Anstruther, Chefoo.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Chefoo.
Essex, double-screw gunboat, 3 guns, In reserve, Hongkong.
Esport, gunboat, Commander Gamble, Hongkong.
Flying Fish, sloop, 4 guns, Lieut. Commander Hoskyn, Korea.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
Foxhound, gunboat, 4 guns, Lieut. Commander McQuhae, Shanghai.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.
Linnit, British gunboat, Commander C. P. Harris, Chefoo.
Magpie, surveying vessel, 4 guns, Lieut. Com. Carpenter, Sandakan.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Pegasus, sloop, 6 guns, Commander E. F. Day, Chefoo.
Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Shanghai.
Swift, double-screw gun-vessel, 5 guns, Commander V. A. Tidball, Hongkong.
Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.
Victor Emmanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle despatch vessel, 2 guns, Commander C. Lindsay, Chefoo.
Wivern, turret-ship, 4 guns, In reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Follard, Yokohama.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chefoo.
Alert, American corvette, 4 guns, Commander L. Kempf, Kobe.
Aragon, Spanish cruiser, Commander J. R. Hiquero, Manila.
Cher, French gunboat, Commander Lajon, North.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Shanghai.
Ernak, Russian transport, Captain Koltchak, Vladivostok.
Essex, American gun-vessel, 6 guns, Captain McCormack, Yokohama.
Gornostal, Russian gunboat, 7 guns, Commander Stark, Vladivostok.
Ilia, German gunboat, 8 guns, Commander Klaus, Shanghai.
Kervant, French corvette, Commander Beaumont, Shanghai.
Leipzig, German corvette, 16 guns, Captain Herbig, Shanghai.
Lutia, French gunboat, 4 guns, Commander Rouvier, target practice.
Marques de Duero, Spanish despatch vessel, Don Domingo Caravaca, Manila.
Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Higo.
Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Shanghai.
Nerpa, Russian gunboat, 7 guns, Commander Valrodin, Vladivostok.
Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Hongkong.
Platan, Russian sloop, 8 guns, Captain Polinsky, Saigon.
Richmond, American frigate, 14 guns, Captain Skerrett, Yokohama.
Skobelev, Russian corvette, Japan.
Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostok.
St. Petersburg, Russian transport, 6 guns, Captain Sidenener, Vladivostok.
Storch, German corvette, 19 guns, Captain Buchholtz, Hongkong.
Tamega, Portuguese gunboat, Commander da Costa Cabral, Macao.
Tongou, Russian gunboat, Commander Heck, Vladivostok.
Triumphant, French corvette, 17 guns, Captain Baum, Hongkong.
Vestnik, Russian sloop, 8 guns, Captain Avelan, Manila.
Victorieuse, French frigate, 14 guns, Captain de la Batie, Hongkong.
Villars, French corvette, 15 guns, Captain M. Dewatre,

Captain Dundas had the greatest difficulty in getting the unfortunate man to show any signs of life. Eventually breathing was restored, and all night the man was in a most dangerous condition, but the next morning he was pronounced to be a most intelligent and trustworthy man, and was brought to this country by Captain Dundas two years ago.

Mr. Irving and his company gave their farewell performance at the Lyceum on the 28th ult., previous to their return to the States. The play was *Eugene Aram* and *The Bell's Stratagem*. Between the two plays Mr. Toole gave his sketch *Trying a Magistrate*, and Mr. Sims Reeves sang *The Death of Nelson* and *Then You'll Remember Me*. Mr. Herbert Reeves also sang. At the end of *The Bell's Stratagem* Mr. Irving came before the curtain and delivered a farewell address. Mr. Irving said that the company before leaving England would perform in Glasgow, Edinburgh, and Liverpool. They would play in America from October 29 to April 29, and would be back in London on the 2nd of June next. The farewell speech was interrupted with enthusiastic cheers, and Mr. Irving was at times almost overcome with emotion. The enthusiasm culminated when, on Mr. Irving's withdrawal, the orchestra struck up *Auld Lang Syne*, and the curtain rose, disclosing the whole of the Lyceum company ranged upon the stage in a semicircle, with Mr. Irving and Miss Ellen Terry in the centre. The effect upon the house was electrical—so to be compared only to the fervour of enthusiasm sometimes seen in the House of Commons at the close of a great speech on the eve of a great division. Rounds of tumultuous cheering from all parts mingled with the strains of *Auld Lang Syne* broke down the strongest nerves. There was not a dry eye in the theatre. The enthusiasm of the players and the public alike abandoned themselves to its overwhelming influence. After the fall of the curtain the cheering went on until Mr. Irving, Miss Ellen Terry, and other members of the company had appeared again and again, and made their bow individually. Finally, large numbers of Mr. Irving's friends and acquaintances passed round the stage and personally congratulated him and other members of the company.

FRANCE AND TONG-KING.

On the 1st August the Government sustained a defeat in the Chamber in relation to the connection of Saigon with Tong-King by a submarine cable, for which urgency was declared. M. Blancou, the Cochinchina Deputy, exhorted the Chamber not to ratify the Convention passed by the Government with the English Eastern Extension Telegraph Company for the laying of the cable in question. Everyone must approve the project, but none could approve the installation of an English Company in a region that had become French. The Government, it was true, stipulated that half the employees should be French; but such a guarantee was absolutely illusory, and would not prevent breaches of confidence. The Minister of Marine had, more than once, had proof that the English were acquainted with his cipher. The colony of Cochinchina had offered for itself and Tongking to pay half the subvention and to advance one-fourth the cost of providing and fixing the cable. A cable on French soil must be French. (Applause.) The Minister of Marine, in reply, to the English Company had offered far less conditions than the colony. All the conditions of the arrangement had been closely scrutinized, and the Government must maintain their proposal. The Chamber divided, when the Government Bill was rejected by a majority of 218 to 183. The announcement of the numbers was received with cheers, mingled with expressions of disapproval. M. Blancou laid upon the table a motion for the establishment of a French cable between Cochinchina and Tong-King. This was sent to the Committee.

M. Bourée, the recent French Minister, who made the Treaty with China which was disavowed by his Government, arrived on the 1st instant at Havre, from New York. The *Figaro* reporter, interviewing him on board the *Le Zepher*, gives the following as a summary of his statement:—"I have been attacked on all sides, but my conscience tells me I have done my duty. I have come home to explain myself. There has evidently been a gross misunderstanding between me and the Ministry on the Tong-King question. I am about to lay before Ministers the issue of falsehoods which have been published about Tong-King by a group of persons interested in misleading public opinion. The Treaty which I drew up was a wise one. I still uphold it, and believe that it would even now put an end to the difficulties between France and China." M. Bourée has probably by this time had an interview with M. Challeme-Lacour.

A semi-official note in the Paris *Temps*—The Chinese Military Attaché at Berlin, Tchong-Ki-Tong on passing through Paris, has been received by the Prime Minister and by M. Challeme-Lacour, to whom he gave the warmest assurances of the pacific disposition of the Court of Peking. "The Chinese Government," he next declared, "has it is true, ordered the concentration of an army corps of 35,000 men in Yunnan, but this concentration of troops is designed to repel if necessary, any aggression of the Black Flag on its frontier. The French Government has not, therefore, any cause to be uneasy as to military measures which are solely designed to guarantee the neutrality which China means to maintain in the Tong-King question." These declarations by Tchong-Ki-Tong would be fully reassuring if the Chinese Government had not given frequent proofs of the elasticity of its diplomacy in international engagements. They would in any case be better for not being in some way weakened by the comments which its most authorized agents deem proper to add in conversations which, though having it is true, no official character, have nevertheless a significance which cannot be mistaken.

The following curious communication also appears in the *Temps*—"Colonel Tchong-Ki-Tong, the Chinese Military Attaché at Berlin, begs us to deny that he was charged by his Government with any diplomatic mission in France. During his stay here he investigated certain industrial questions which he was ordered to study. He saw several official personages whom he had known on former visits to Paris, but he had no mission to make any declaration to the Minister of Foreign Affairs as to the policy of the Chinese Government at Tong-King. He left Paris on the 1st inst. to return to Berlin."

The Vienna correspondent of the *Standard* says:—"I have the best authority for stating that the conference between the French Emperor and the Peking Foreign Office representative have recently taken place. It was a very favourable one. Through M. Tsching-Ki-Tong, the Chinese Government, a few days ago, submitted to the French Cabinet a proposal that the two Powers should enter into formal treaty settling their future position in regard to Annam and Tong-King. These overtures found ready acceptance in Paris, and a reply was telegraphed without delay, to the effect that France was quite willing to enter into negotiations on the subject."

CHINESE GORDON'S EXPLOITS IN CHINA.

The most celebrated feat of Chinese Gordon was the suppression of the Taiping rebellion, which in the spring of 1863 had reached its apogee. In thirteen years Hung-sew-tsen, the visionary school teacher of Canton, had mustered a following of 500,000 men. Most of the principle cities on both banks of the Yangtse-Kiang were in his hands. His professions of Christianity and his control of the tea district had won for him the favour of the British and other foreign nations in his favour. The resistance of Nankin, to his arms turned the current of feeling against him. For days the inhabitants and the Imperial garrison had lived on the bark of trees and roots of grass. Leather boiled in narrow slips, was eagerly swallowed; human flesh was openly hawked in the streets. The surrounding country was devastated. Wrecks were filled with broken furniture, rotten boats, and ruins. Once-flourishing markets were entirely deserted, and thousands of houses were burnt to the ground. Here and there a solitary old man might be seen moving with trembling limbs among the ruins, sadly musing over the desolation that reigned around. In the midst of these events the Taiping leader put forth a proclamation. "The Father and the Elder Brother," he said, "have descended upon earth and established the heavenly kingdom, and have taken me and the Junior Lord to regulate affairs appertaining to the world." The foreign nations at once withdrew their support, and valued their ardour for Christianity in favour of their interest in the world.

The first to take advantage of the change was an American named Ward. He had been a mate on a Boston ship, and had landed at Shanghai with a suit of clothes upon his back and six Mexican dollars in his pocket. He went to Prince Kung and offered to crush the rebellion for 100,000,000 dollars. The Prince accepted, and paid a considerable sum in advance. Ward's life had been full of adventure. He had been with Walker in his earlier expeditions, and had had a taste of civil warfare in South America. He first set to work to recruit his men, and then to drill them. Dozens applied every day; marines, sailors from men-of-war, tea-planters, members of the police force, all the European and Chinese who chance had brought to China were enrolled under Ward's banners. They were a motley and rapacious mob. They plundered all who came in their way. They broke into pagodas and despoiled them of their rare contents. They tore out diamonds from the idols' eyes, dug up treasure which priests had concealed, and scattered precious manuscripts of Buddhist classics to the wind. Ward was soon disgusted with them. He had been created a Mandarin of the Blue Button, he had married a Chinese wife, and he was preparing to enjoy the immense fortune he had won, when a Taiping rebel shot him through the heart before the walls of Ningbo.

That was Gordon's opportunity. Burgevine, who succeeded to Ward's command, was disposed to sell his men to the highest bidder. The young British engineer forestalled him. Fortified with counsel from Calcutta and promises of unlimited pay from Peking, he called the remnant of Ward's force around him and offered them terms of service. There was to be no looting so long as their pay was regularly distributed. He then went to work to mature his scheme of attack. For grasping a military situation his quickness was Napoleon. He had the plan for defending the city of Shanghai was to guard a radius of thirty miles round it, and remain wholly on the defensive. This policy he at once reversed. Having raised most of the Europeans to ports of command, and drilled a little army of some four thousand Chinese, he moved boldly against the enemy. He did not direct his attack on their front, where their numbers must have overwhelmed him, but determined to throw himself on their communications, seize them, point after point, with the aid of a small flotilla, and so clear the whole country down to the gates of Nankin.

A study of the operations by which he cut off the great city of Soochow proves him a master of strategy in its highest sense, as his extraordinary control over his native contingent and the wild spirits that offered it had marked him a true leader of men. His difficulties were unprecedented. The Yangtse-Kiang had so long been closed to foreign commerce that the villagers had never seen Europeans. They mistook the army of succour for Tartar robbers. The whistle of Gordon's steamer, the sparks that issued from his funnel, added to their terror. Whole villages fled from the "fiery dragon ship." Women threw themselves down from great heights. They say that at Taisan a faithful subject of the Emperor rushed into the rebel lines and fought desperately on the side of the detested Taepings. Dimly through the smoke he saw the black and yellow banner, and hesitated. Then the firing ceased, and he was surrounded by his countrymen rushing through the breach. In his amazement he still was able to cry, "Good Chinaman." "Show your gun," was the reply. The barrel was black with powder. They pushed him back against the wall, and fired. He died in ignorance of his offence.

With the arrival of winter, Colonel Gordon was before Soochow, and opened the siege with which his name is inseparably connected. Soochow is the Venice of the East. When the city of the Focai was a marshy waste, poets were singing the glories of Soochow, the splendour of its temples, the beauty of its women. Its canals traced their way through arches of osier and weeping willow. Its streets wore an air of Parisian gaiety. In the Morning Palace the Mowang or commandant of the city wandered among exquisite groves and summer-houses. Girls fanned him as he reclined in his divan, musical-boxes tinkled in his halls. Despite his luxuriousness he was a man of character and ability. He was the favourite disciple of the chief revolutionist, and differed in every respect from the other Wangs, whose banners were at all times flaunting through the city, and whose soldiers quarrelled and fought in the tea-houses. Meanwhile the cannon of the common enemy was making itself heard: The Low-mun stockade, one of the keys to the town, had been captured. From the great alarm wall and the water-gate the rebels had poured a fire of grape, canister, and musketry. Finding his native troops too cowardly to fight at night—for after twilight they feared their own shadows—Gordon dashed into the moat with his European followers, had swum across in face of a murderous volley, had snatched the snake flag of the commandant from the breastwork, and had planted his own within a hundred yards of the city.

When the Narwang, who was second in command, heard of this bold advance, he held a secret conference with the other subordinate Wangs, and was roused down the Grand Canal into Gordon's camp. He offered to throw open the gates of the city if he and his fellows were granted an unconditional pardon. Gordon commended this offer to General Chang, who commanded the Imperial troops, and it was speedily accepted. Narwang then called the conspirators together, and they repaired to the palace of the Mowang. Here, in the Hall of the Heavenly Father, surrounded by representations of the Passion of Christ, prayers were offered, and the Mowang ascended the throne in his robe and crown. He made a short address to the captains, saying that Soochow should never yield to infidels. At the last word the Gongwang rose in the hall, took off

his robe, walked up to the steps of the throne, and deliberately stabbed the speaker to the heart. The Mowang fell over the table in front of the throne, and the other Wangs seized him and decapitated him. Then they mounted their horses, rode to the palace, and the head was sent to Gordon as a peace-offering.

The Colonel was not a man to waste time in fruitless threats. He had promised these wretches immunity, and he meant to keep his word. The entry having been effected peaceably enough, he walked up alone to the neighbouring heights, feeling for the first time discouraged and sick at heart. In the plain below he suddenly noticed a great commotion. The Imperial troops were rushing in wild confusion through the gates. Yells and shouts filled the air. Not without misgivings, he made his way to the Morning Palace, and found it in ruins, half-molten bronzes choking up the passage, and only a solitary drum standing as sentinel at the gate. Entering one of the chambers, and calling for his servant, he learned that the Imperialists had been heading him. The courtyard round the palace was filling with an angry mob, swords were being drawn, and pistols fired. In the midst of this hubbub Gordon appeared on the threshold. The crowd fell back as though lightning had stricken them. Calmly the Colonel raised his hand, and the noise ceased.

A passage was cleared for him, and, touching his plumed helmet in ironical salute, he walked at an easy pace to General Chang's stockade. There, in a ghastly row, were the heads of all the Wangs. The bodies had been slashed down the chest; the wounds on the head were most horrible. Gordon said not a word. He knew that a great clamour of treachery would be raised against him; but he silently turned away, went back to the palace, scrawled four words on paper—"Thou prince of liars"—sent them to General Chang, and bidding those of his soldiers to follow him who would, rode hastily from the city. He wrote to Sir Frederick Bruce, the Ambassador, taking upon himself all responsibility for Chang's business. He allowed the British missionaries to carry home maudlin stories of his atrocities. He suffered the philanthropists of Exeter Hall to prate of his wrongs which the Taepings had suffered at his hands. He merely said that he would not sheathe his sword till the rebellion was crushed, and he kept his word. His men clung to him with the devotion of the Tenth Legion to Caesar. With his gunboats he cut off so completely the communications of Nankin that not a sound could be heard from the beleaguered city but the bamboo signals of the sentinels around the forts and the drums of the guards in the look-out houses on the walls. Before the spring was past the capital had fallen, the leader of the Taepings had poisoned himself with gold leaf, and his fugitive army was suing for peace in the Southern provinces. Colonel Gordon was offered a fortune by the grateful country, which he had saved. He replied that he had not served for money, and would accept nothing. He left China as poor as he came.

He was to visit the country once more. In the spring of 1880 he went to Peking on a mission of peace. He had elected to mediate between Russia and China. Strange emotions filled his mind as he sailed towards the capital. Passing the mouth of the Yangtse-Kiang under a sapphire sky and bright Eastern sun, he thought of the desolation he had left upon its shores. Once more the richest land in China, remembered when its horizons were unbroken except by graves, commemorative arches, and heaps of ruins. Over its ravaged hills, now clothed with wild tea, he followed in memory the peasants in their flights, the men staggering under heavy loads of goods and chattels, the women hobbling along on their small feet, their arms filled with babies. The paddy fields, which the husbandmen were now irrigating, had been white with dead men's bones. The reed hut of the fisherman and the many-storied pagoda had been filled with corpses. The boatmen with their hooks drew shoals of mangled bodies to the shore, where the priest to-day sat drumming by the waterside to soothe the great fish which carries the world upon its back. It was Gordon who had restored peace to the nation, and as he saved it from ruin in 1863, so he saved it from war in 1880.—*Overland Mail*.

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.									
BAROMETER.	HONG-KONG.	AMOI.	SHANGHAI.	MANILA.	YOKOHAMA.	PEKING.	TSINGTAI.	SWATOW.	KEELUNG.
Thermometer.	84.0	83.0	81.0	80.0	78.0	76.0	74.0	72.0	70.0
Direction of Wind.	W. S.W.	W. S.W.	W. S.W.	W. S.W.	W. S.W.	W. S.W.	W. S.W.	W. S.W.	W. S.W.
Force.	1	3	2	2	2	2	2	2	2
Dry Thermometer.	81.0	80.0	78.0	77.0	75.0	73.0	71.0	69.0	67.0
Wet Thermometer.	78.0	76.0	74.0	73.0	71.0	69.0	67.0	65.0	63.0
Weather.	b c	b c	b c	b c	b c	b c	b c	b c	b c
Hour's Rain.	—	—	—	—	—	—	—	—	—
Quantity fallen.	—	—	—	—	—	—	—	—	—

Barometer, level of the sea in inches, tenths and hundredths. Thermometer, in Fahrenheit degrees and tenths. Force of Wind, in a shaded situation—Direction of Wind, registered every two points. N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., N.E., etc. Force of Wind, calm, 1 to 3 light breeze, 3 to 5 moderate breeze, 5 to 7 strong breeze, 7 to 9 violent, 9 to 12 violent storm, 12 to 15 violent storm, 15 to 17 violent storm, 17 to 20 violent storm, 20 to 25 violent storm, 25 to 30 violent storm, 30 to 35 violent storm, 35 to 40 violent storm, 40 to 45 violent storm, 45 to 50 violent storm, 50 to 55 violent storm, 55 to 60 violent storm, 60 to 65 violent storm, 65 to 70 violent storm, 70 to 75 violent storm, 75 to 80 violent storm, 80 to 85 violent storm, 85 to 90 violent storm, 90 to 95 violent storm, 95 to 100 violent storm, 100 to 105 violent storm, 105 to 110 violent storm, 110 to 115 violent storm, 115 to 120 violent storm, 120 to 125 violent storm, 125 to 130 violent storm, 130 to 135 violent storm, 135 to 140 violent storm, 140 to 145 violent storm, 145 to 150 violent storm, 150 to 155 violent storm, 155 to 160 violent storm, 160 to 165 violent storm, 165 to 170 violent 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to 365 violent storm, 365 to 370 violent storm, 370 to 375 violent storm, 375 to 380 violent storm, 380 to 385 violent storm, 385 to 390 violent storm, 390 to 395 violent storm, 395 to 400 violent storm, 400 to 405 violent storm, 405 to 410 violent storm, 410 to 415 violent storm, 415 to 420 violent storm, 420 to 425 violent storm, 425 to 430 violent storm, 430 to 435 violent storm, 435 to 440 violent storm, 440 to 445 violent storm, 445 to 450 violent storm, 450 to 455 violent storm, 455 to 460 violent storm, 460 to 465 violent storm, 465 to 470 violent storm, 470 to 475 violent storm, 475 to 480 violent storm, 480 to 485 violent storm, 485 to 490 violent storm, 490 to 495 violent storm, 495 to 500 violent storm, 500 to 505 violent storm, 505 to 510 violent storm, 510 to 515 violent storm, 515 to 520 violent storm, 520 to 525 violent storm, 525 to 530 violent storm, 530 to 535 violent storm, 535 to 540 violent storm, 540 to 545 violent storm, 545 to 550 violent storm, 550 to 555 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to 940 violent storm, 940 to 945 violent storm, 945 to 950 violent storm, 950 to 955 violent storm, 955 to 960 violent storm, 960 to 965 violent storm, 965 to 970 violent storm, 970 to 975 violent storm, 975 to 980 violent storm, 980 to 985 violent storm, 985 to 990 violent storm, 990 to 995 violent storm, 995 to 1000 violent storm, 1000 to 1005 violent storm, 1005 to 1010 violent storm, 1010 to 1015 violent storm, 1015 to 1020 violent storm, 1020 to 1025 violent storm, 1025 to 1030 violent storm, 1030 to 1035 violent storm, 1035 to 1040 violent storm, 1040 to 1045 violent storm, 1045 to 1050 violent storm, 1050 to 1055 violent storm, 1055 to 1060 violent storm, 1060 to 1065 violent storm, 1065 to 1070 violent storm, 1070 to 1075 violent storm, 1075 to 1080 violent storm, 1080 to 1085 violent storm, 1085 to 1090 violent storm, 1090 to 1095 violent storm, 1095 to 1100 violent storm, 1100 to 1105 violent storm, 1105 to 1110 violent storm, 1110 to 1115 violent storm, 1115 to 1120 violent 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to 1480 violent storm, 1480 to 1485 violent storm, 1485 to 1490 violent storm, 1490 to 1495 violent storm, 1495 to 1500 violent storm, 1500 to 1505 violent storm, 1505 to 1510 violent storm, 1510 to 1515 violent storm, 1515 to 1520 violent storm, 1520 to 1525 violent storm, 1525 to 1530 violent storm, 1530 to 1535 violent storm, 1535 to 1540 violent storm, 1540 to 1545 violent storm, 1545 to 1550 violent storm, 1550 to 1555 violent storm, 1555 to 1560 violent storm, 1560 to 1565 violent storm, 1565 to 1570 violent storm, 1570 to 1575 violent storm, 1575 to 1580 violent storm, 1580 to 1585 violent storm, 1585 to 1590 violent storm, 1590 to 1595 violent storm, 1595 to 1600 violent storm, 1600 to 1605 violent storm, 1605 to 1610 violent storm, 1610 to 1615 violent storm, 1615 to 1620 violent storm, 1620 to 1625 violent storm, 1625 to 1630 violent storm, 1630 to 1635 violent storm, 1635 to 1640 violent storm, 1640 to 1645 violent storm, 1645 to 1650 violent storm, 1650 to 1655 violent 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Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING CHEMISTS, WHOLESALE AND RETAIL DRUGGISTS, DRUGGISTS' SUNDRIES, PERFUMERS, IMPORTERS AND EXPORTERS OF

MANILA CIGARS, WINE AND SPIRIT MERCHANTS, AND MANUFACTURERS OF AERATED WATERS.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY, 24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA, 14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

BIRTH.

On the 26th July, at Ko-Lan-Soo House, Portobello, N.B., the wife of JAMES TAIT, of a son.

DEATHS.

On the 28th July, at San Francisco, while on sick leave from Hongkong, HENRY BRADFORD, Surgeon-Major-A.M.D., aged 33, fourth son of the late Rev. Jno. Bradford, Vicar of Pinhoe, Exeter.

On the 28th July, at Hamburg, JOHANNES FREDERICH COIDES, formerly of Hongkong, aged 43.

On the 25th July, at Moston House, Stanton, Shropshire, PATTIE, wife of Alfred Thomas Manger, of Hongkong.

On the 25th May, on board the *Reva*, on her passage home from India, HARRY, wife of Harper Reade, late Captain The Buffs.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 8, 1883.

The elaborate judgment delivered by Sir GEORGE PHILIPPO yesterday afternoon in the LOUREIRO v. The Club Lusitano case forcibly reminds us in several particulars, making allowance for the widely different circumstances, of the same Judge's summing up in the local libel case BANDMANN v. FRASER-SMITH. Our present Chief Justice's views on the law of libel, as laid down in the case just mentioned, were as great a contrast to the ruling of Sir JOHN SMALE in NELSON v. PITMAN, as the judgment in LOUREIRO v. The Club Lusitano is in many respects the antithesis of the decision in PITMAN v. KESWICK. We do not say that it is not quite likely that in both instances Sir GEORGE PHILIPPO was right and Sir JOHN SMALE wrong, although we certainly should be loath to subscribe to this view without more convincing proofs than we are ever likely to get in Hongkong.

The questions at issue between Mr. Consul-general LOUREIRO and the Club Lusitano were of such a simple character and involved such trifling interests that the unanimous opinion from the beginning of the dispute, even among those who were not bitterly hostile to the plaintiff, was that the Portuguese consul was rash and ill-advised in rushing into law. Whether Mr. LOUREIRO had right on his side or otherwise was held as quite immaterial; the dispute was a social one, affecting only the Portuguese residents of the colony, and it was almost universally felt that an amicable settlement could easily have been effected without referring to the vexatious and expensive arbitration of the law.

It will be remembered that as the result of a paltry squabble in the Roman Catholic Cathedral between a priest and a young Portuguese lad, a sensational police court case was created. Mr. Consul LOUREIRO was called as a witness on behalf of the priest, as a sort of expert in the Portuguese language if we remember rightly, and when in the witness box was indiscreet enough to allude to his fellow countrymen here and in Macao in terms the reverse of complimentary. The Portuguese community resented being publicly ridiculed by their own Consul—especially as the disparaging remarks indulged in by Mr. LOUREIRO as to their non-acquaintance with their mother tongue were most gratuitous and totally uncalled for—and the members of the Club Lusitano went to the extreme of calling a public meeting, and after discussion decided to erase the name of the offending member from the Club roll. Mr. LOUREIRO was practically expelled from the Club Lusitano, and it was to render this action of the Club Committee nugatory that legal proceedings were instituted.

To those who had taken the trouble to read up the decisions in almost similar cases in England, it must have been plainly apparent that Mr. LOUREIRO was fighting in a hopeless cause. In law as in equity

he had simply not a leg to stand upon, and as we believe he had this information reliably conveyed to him long ago, it is rather to be regretted that he should have pursued this vendetta in a tea-cup to the bitter end. By friendly arrangement the breach between the Portuguese consul and his constituents might easily have been amicably adjusted; the result of expensive legal action must have proved unsatisfactory to both litigants, and has probably rendered a reconciliation entirely out of the question.

There can be little doubt that Sir GEORGE PHILIPPO's apparently carefully thought-out judgment is based on too substantial grounds to leave room for an appeal to a higher court, even were the game worth the candle—which it certainly is not. And yet we must confess that with one portion of the Chief Justice's finding we cannot agree, nor are we able to understand how his lordship can reconcile the statement that he failed to see any means by which the plaintiff could recover in this case either at law or in equity, with his decision that each party should pay his own costs. If words mean anything, Sir GEORGE PHILIPPO was clearly of opinion that Mr. LOUREIRO's petition was in the first place irrelevant, and which he would have dismissed without answer had such a motion been brought before him. His lordship remarked that if the defendants had relied solely on the defence of want of property in the petitioner to justify the Court's interference, he should have thought it only right to have given them their costs; but as they had raised other issues, which had possibly invited litigation, he considered it advisable to leave each party to pay his own costs. The plaintiff's petition was open to dismissal without answer on the ground of irrelevancy; it was actually dismissed, as the Judge decided that no grounds for action existed, and yet through some error of judgment on the part of the defendant's counsel or because the Club Committee endeavored to strengthen their case by endeavoring to make their defence as complete as possible, the winners of the action are cast in their own expenses. Sir GEORGE PHILIPPO may possibly be technically right, but from a common-sense standpoint it certainly seems that in this question of costs he has committed a glaring injustice.

TELEGRAMS.

LONDON, September 6th.

FRANCE AND CHINA.

The threatened rupture between France and China over the Tonquin imbroglio is being anxiously discussed in political circles here.

LOCAL AND GENERAL.

THE more flour a housekeeper has the more she knits.

THE Church of England's annual income is \$22,625,000.

THE French first class cruiser *Tourville* left Toulon en route for Tonquin on the 23rd ultimo.

A REGULAR Lodge of United Service No. 1341, will be held in Freemasons' Hall, Zealand Street, this evening, at 7.30 for 8 o'clock precisely.

LAWYERS are about the only class of men who successfully oppose a "woman's will," says somebody. It will be observed, however, that the lawyers always wait until the woman is dead.

THE Hungarian and *Marie* will enter the Kowloon Dock to-morrow and Monday respectively. The *Suez* vacated the Cosmopolitan Dock to-day and the *Atalanta* and *Vorwarts* will follow suit on Monday.

WE note that the French transport *Vinhlong*, Captain Dourens, from Toulon, arrived at Singapore on the 24th ulto. The *Vinhlong* is a vessel of 6000 tons, and has only lately been added to the French Navy. Her crew numbers 314 men, and she had on board 522 government passengers for Saigon.

CAPTAIN OLIVARI, of the Italian bark *Carmelina*, states that when passing the Straits of Sunda on his voyage from Cardiff to Singapore, he could see the island of Krakatoa in active eruption when 50 miles off. Within 5 or 6 miles of the island, on the 15th of July last, a quantity of lava fell upon his ship very nearly setting fire to all his sails.

FRANK MITCHELL, an American seaman on the beach was haled up at the Magistracy this morning on the old charge of being a rogue and vagabond. The erring navigator admitted the soft impeachment, but said he was promised a berth on board a ship next week. Captain Thomsett gave Mr. Mitchell one week's grace, in which to obtain the berth referred to.

A HOME paper states that the Chinese ironclad *Ting Yuen* will leave German waters in a few days under the German mercantile flag, and will make the voyage to China at the risk of the Vulcan Company, who built the vessel. The *Ting Yuen* on her voyage out will not touch at any French port, but will coal in England and Spain. She is to proceed via the Cape of Good Hope instead of through the Mediterranean and the Suez Canal. For the future armament of her ships company the *Ting Yuen* has been provided with 500 repeating rifles on the so-called Mauser's system. Besides these, twenty-five complete equipments for naval officers have been placed on board.

It recently cost an amorous youth in Margate twenty-one days' imprisonment, without the option of a fine, for kissing a young lady against her will.

It is reported that the various high officials throughout the Chinese Empire have been directed to furnish reports concerning the transport of mails to the interior of the country from the sea port towns, with the view towards the establishment of a postal service throughout the empire. It is also said that the C. M. S. N. Co.'s steamers are to receive an extra subsidy for this purpose and that all mails will be forwarded by them both to treaty and non-treaty ports along the coast.

YUNG AKUN, described as mendicant, was found guilty at the police court this forenoon of stealing a meerschaum pipe, valued at \$25, the property of Mr. C. Boreham, a coffee-house keeper. Mr. Akun's defence was essentially an Israelitish one. As people would not give him anything out of pity he thought he was justified in helping himself to all that came in his way. For the next six weeks this interesting youth will have no occasion to solicit public charity. A paternal government has kindly provided board and lodging for that period, free of charge.

We are glad to hear, observes the *New York World*, evidences that the monumental fraud called the Kingdom of the Sandwich Islands, which has been maintained for the past twelve years at the expense of the people of the United States, is ready to fall to pieces. A great many boys have from time to time been put on the people of the United States, but we do not know of any worse than that of the Sandwich Islands. While we tax the products of Canada and Mexico, and do everything to destroy the trade between ourselves and these friendly neighbors, we pay the Sandwich Islands a subsidy of \$2,000,000 a year as evidence of our high esteem for their system of Coolie slavery. This money is divided between San Francisco refiners, the Central Pacific, Claus Spreckels, David Kalakaua and his plunkbeck court. It has naturally made things lively in Honolulu, but we are told that it will not last. Aryan civilization is fatal to the Kanakas, and Kalakaua is merely a vicious sensualist, unfit for anything except the base pleasures of his race. We presume that when our costly car house kingdom falls to pieces England will step in and assume a protectorate.

The following statistical comparisons between the British and German capitals are of considerable interest. London covers an area of over 51 German square miles, Berlin of only one. The average number of inhabitants per house is eight in London, and no less than 61 in Berlin. The annual income value of all dwelling houses in London is calculated to be 141 marks (or shillings) per head of the total population, in Berlin 148. During the year 1882 the proportion of all births in London was 34.3 per thousand, in Berlin 37.9; while that of deaths was 21.4 and 25.9 respectively. It will thus be seen that while the natural increase is slightly greater in the German capital, its death-rate is also higher than that of the British metropolis. During the past year the total increase of the population was 62,047 in London, and 35,691 in Berlin. There were 1,926 fires in London during 1882, and 1,605 in Berlin, or proportionately nearly three times as many. The ideas of cleanliness seem to be much more developed in England than in Berlin, for while the annual consumption of water from the public mains is 136 litres per person in London, it is only 61 litres in Berlin; but then a great quantity of water is also taken from private wells there.

Of all nations the Russians seem to us to be have most curiously in some cases. For instance, the wife promises her husband never to let him see her transgressions; and he as punctually promises whenever she is so detected, without the least anger to beat her without mercy; so they both know what each has to expect; the lady transgresses, is beaten, taken again into favour, and all goes on as before. When a Russian young lady, therefore, is to be married, her father, with a cudgel in his hand, asks the bridegroom whether he chooses this virgin for his bride, to which the other replies in the affirmative. Upon this the father gives her three strokes with the cudgel on the back. "My dear," cries he, "these are the last blows you are ever to receive from your tender father; I resign my authority and my cudgel to your husband; he knows better than me the use of either." The bridegroom knows decorum too well to accept of the cudgel abruptly; he assures the father that the lady will never want it, but the father, who knows what the lady may want better than he, insists upon its acceptance. There is something very fair and open in this method of courtship; by both sides are prepared for all the matrimonial adventures that are to follow.

Mlle. ROSYRA MAURI, the celebrated French danseuse, had occasion, a short time ago, to dismiss her *valet-de-pied* on account of numerous embezzlements, and on looking out for a substitute was interviewed by a handsome and elegant young man giving the name of Leon, who possessed the requisite number of inches, and, on producing the most undeniable references, was at once accepted. Leon was pronounced on all sides to be a treasure, and everything went well until one morning when he brought Mlle. Mauri's chocolate into her boudoir, he apparently forgot himself, and, falling on his knees, made the most violent protestations of his love for her. Highly indignant, the lady rang her bell, and ordered him to be timed out of the house, when the pseudo-valet disclosed himself, and proved to be the Marquis d'Arincourt, a wealthy nobleman, whose letters Mlle. Mauri had always left unanswered, and who had adopted this means of getting near the object of his devotion. He was naturally obliged to give up his place, but as the bouquet and bracelet which he forwarded the same evening were not sent back to him, there is yet a chance that the dancer will consent to become Madame la Marquise, and that the stage will be deprived of one of its brightest ornaments.

ON the day of judgment Gabriel will have trouble in Hongkong. It will be necessary for him to see that every official gets into the right skin.

ARCHBISHOP Croke, in laying the foundation stone of a new Roman Catholic church at Ballyneet, near Limerick, stated that during the last six years, in twenty out of forty-six parishes of the diocese of Cashel and Emly, £76,350 had been expended on the building and renovation of churches.

AN Irish gentleman at Doncaster races observing in the list of horses one called "Botherem," took such a fancy to the name that he backed the animal to win a considerable sum. Towards the conclusion of the race, his favourite was "in the rear; but not at all put out, he vociferated, so as to drown every other voice: "Botherem for ever! See how he drives them all before him."

SAYS the *Petaluma Courier*:—A German and Frenchman, both in business in Petaluma and both on the most friendly terms, sometimes joke each other on the result of the late Franco-Prussian war. A few days since the German said to the Frenchman, "Well, I see the Chinamen are going to give you Frenchmen a licking," referring to the prospective war between France and Tonquin. "Not unlikely," said Frenchy, shrugging his shoulders. "For after being whipped by the Dutch anybody can lick us."

THOMAS WITTEN, an unemployed toiler on the deep, who hails from England, was honored by a short interview with Captain Thomsett at the police court this morning. Thomas was arrested last night by Inspector Thomson in the vicinity of No. 7 Station, for refusing to pay "ricksha hire and assaulting the driver of the two wheeler. When requested by the magistrate to spin his yarn, Mr. Witten stated that a friend, with whom he was not acquainted, had told him last night to get into a "ricksha, and that he would pay the fare to the Sailors' Home. On arriving there the "friend" bolted, and he had not seen him since. He had not assaulted the "ricksha coolie, and if he had any money he would gladly pay the amount due for the ride in the "barrow." Captain Thomsett was pleased to swallow this interesting story, and discharged the tar with a caution. Mr. The Ashik, the "ricksha coolie, who was defrauded of his justly earned wages, was left lamenting. Such is law.

EUROPE has 8,000,000 paupers—and they are steadily increasing. They are about 3 per cent. of the inhabitants in Great Britain, France, Austria, Spain, and Portugal, 5 per cent in Prussia, Switzerland and Italy, and 10 per cent in Holland and Belgium. Their number seems to imply that the land has reached the limit of its capacity to sustain "people"; and that a large proportion of any increase must fall into the pauper class. But the population gains about 10 per cent every ten years, or doubling in ninety years, besides sending off large numbers of emigrants to America and Australasia. Europe has now 330,000,000; and at the rate of increase from 1870 to 1880, will have 400,000,000 in 1900, 488,000,000 in 1920, and 588,000,000 in 1940. This stupendous figure suggests a comparison with the prospective increase of the United States, which gains 30 per cent in ten years, and if the same ratio should continue, will have 84,000,000 in 1900, 141,000,000 in 1920, and 237,000,000 in 1940, and in the year 2000 will have 1,098,000,000, slightly surpassing Europe, which will then have 1,024,000,000, if the ratio observed from 1870 to 1880 should still continue. This increase of the European blood in 120 years in the two continents would be 1,600,000,000 or more than the total present population of the globe, and it suggests alarming possibilities in regard to the condition of the poor in the new as in the old world.

A NEW YORK man has applied for a patent for what he terms "An improved device for executing criminals condemned to death." It is a method of causing instantaneous death without pain to the criminal, and without disfiguring his body. It consists of an ordinary armchair with legs containing some substance which will insulate the body of the chair from the floor. The arms end in two brass knobs, on which the hands of the criminal will rest. The chair has a foot-rest, on which is fixed a brass plate. The back of the chair is as high as a man's shoulder. At the top is a small knob with a hole for a peg. The positive wire of a dynamo-electric machine runs up the back of the chair and ends in the knob. The negative wire runs to a resistance coil under the chair, and thence to a brass plate in the foot-rest. Another positive wire runs to one of the brass knobs on the arms of the chair, and a second negative wire to the other knob. The wires can be connected with a machine miles away by conducting wires. The chair is in condition to be used in two ways, as the two sets of wires are not operated together. If the foot-rest is used, some preparation is needed. A small silken collar is fitted tightly on the neck of the criminal. It has on the inside of the back a small brass button, which fits closely against the spinal process. It is connected with a small silk cable, which hangs loosely and ends in a brass peg. This collar is put on the criminal in his cell in the same manner as the nose end used in hanging. He is then brought out, with feet bare, and is seated in the chair. Straps fasten his arms to the chair arms and his legs to the chair legs. The brass peg of the silk cable is inserted in the hole in the brass knob at the back of the chair, and is there held by a screw. The bare feet of the criminal rest on the brass plate of the foot-rest. The circuit would now be complete were it not that the positive wire is broken at a short distance from the chair. Connection can be established at once by turning a switch or by pressing a button. The full charge of electricity enters the criminal's body at the spinal cord and passes out at his feet. The resistance coil, which it meets under the chair, aggravates its force, and prevents it from injuring the dynamo machine on its return. The criminal is killed instantaneously and without pain, as the electricity acts much more quickly than the nerves of sensation.

GONOU has promised to compose a new work, something in the nature of a sequel to the *Redemption*, for the Birmingham musical festival of 1885.

THE expenses of the French mission to Moscow at the time of the Czar's coronation amounted to \$80,000, the German to \$60,000, and the Austrian to \$40,000.

ELLA WHEELER says she does not "feel the want of a husband or a tombstone" to shelter her from further criticism. She merely hides behind a verse of her poetry, and considers herself perfectly safe.

THE Russian ironclad turret-ship *Minin*, with a scientific expedition on board, is shortly expected in the Far East. The *Minin* will relieve the *Duke of Edinburgh* as flagship of the Russian squadron on the China station.

AN American girl who was studying to be a missionary wrote the following on the fly-leaf of her text-book on moral science:

If there should be another flood,
For which I am sorry,
Though all the world should be submerged,
This book would still be dry.

A FRENCH engineer is about to construct in Brazil what will probably be the largest dam in the world. The main dam will be 940 feet long by 8 high, and two smaller ones will close side depressions. This work will, it is estimated, back the water over 1,500 acres, retain 14,000,000 cubic meters of water, sufficient to provide for all the cattle of the region for three years, and for the irrigation of 500 acres of land along the river bed below. The river which it is to draw from flows only in the wet season.

SAYS an American contemporary:—Reversing in waiting has gone out of fashion in the better English and Continental society. The Prince of Wales is said to have originated this reform, and, of course, it was immediately taken up by the smaller fashionables in London. The ill-natured assert that his Royal Highness never did dance well in his golden youth and since he has been compelled to shake out a reef in his trouser-band his dancing is simply execrable. He always had great difficulty in doing the reverse in the waltz and often got himself in "irons," and it was noted that he often went through the evolution of "club-hauling" than any other dancer on the floor. Recognizing his liability to "miss stays" and to consequent collision, the Prince has put his ban of disapproval upon reversing. As a matter of fact, this evolution in dancing was rarely ever seen on the other side of the Atlantic, while the so-called "Boston dip" and the vulgar "glide" were never tolerated by decent people.

THE *Pall Mall Gazette* says that the statistics of the sale of Bishop Colenso's works throw into the shade those of any other writer of the same line of authorship. Of the "Elements of Algebra" nearly two hundred thousand copies have been sold, and in forty years more than twice that number have been issued of its parallel and succeeding volume, the "Arithmetic Designed for the Use of Schools." Within the compass of a single year (October, 1862, to October, 1863) five editions were printed of the first part of the "Pentateuch Critically Examined," three editions of the second part, and two editions of the next part. That these issues represented an enormous total may be judged from the fact that in the first edition of Part I, ten thousand copies were struck off, and five thousand of the first edition of its successor. The answers to his theological writings which appeared in the periodicals and reviews were innumerable. Nearly two hundred separate works were issued in reply to his views, but the only one of which Bishop Colenso took any notice was written by Doctor McCaul.

A CRAZY FRENCHMAN.

Admiral Pierre, commander of the French fleet at Madagascar, appears to be a crazy man with very brutal instincts. His conduct at the taking of Tamatav, as officially explained by Premier Gladstone in the House of Commons, was so needlessly violent, insolent and insulting to England and all other nations having Consular offices there as almost to rank him with pirates and place him outside the law of nations. The rules of civilized warfare recognize the right of foreign Consuls to be besieged or captured city to fly the flag of the nations they represent, and for the best of reasons—that it is a beacon of shelter and protection to the subjects or citizens of such nations whom chance may have found in the country assailed. The right of the Consuls of neutral States to continue residence in the assailed country as long as they preserve neutrality has never been questioned. Admiral Pierre, however, has set up an international code of his own. He banished the British Consul, though his illness was such that he caused his death. He expelled all other foreign Consuls to hand down their flags and he threw an English missionary into prison, refusing to state the charge against him, and he forbade by force the officers of an English war vessel from communicating with British subjects ashore, refusing to accept the British commander's written protest against what may be termed a very despot, unnecessary and brutal course.

These statements coming in an official way from a man like Mr. Gladstone, must be accepted as true till they shall be proved untrue by overwhelming evidence. They caused a sorrowful sensation in the Commons for it is not only the wish of the present peace-loving Government of England, but of the whole English people, to remain on friendly terms with so near a power as France. But it must be felt as a great hardship to do so unless the French Government shall disavow the crazy conduct of its Madagascar Admiral. It may be said in response of judgment on Admiral Pierre's apparently atrocious cruelty toward the English Consul at Tamatav, that the Consul was probably not acting the strict part of a neutral; but this assumption is much weakened by the Frenchman's conduct toward all other foreign Consuls. He seemed to regard and treat all other nations represented at Tamatav as enemies, or at least to the extent of oversteering the rules of civilized warfare. The French republic is not in a situation to encourage or tolerate such intolerance on the part of its officers. It should promptly disavow the acts of Admiral Pierre, recall him and apologize for the insults he put upon the Consuls of other nations.—S. F. *Carmichael*.

NEWS BY THE FRENCH MAIL.

The M. M. Co.'s steamer *Orus*, Captain Rapatel, with the London mails of the 3rd ulto, arrived in port this forenoon. We take the subjoined items of general news from the *London and China Express* of August 3rd:—

The gunboat *Merrill*, Lieut. Commander O. B. Carey Brenton, which left Devonport on the 7th ult. for the China Station, arrived at St. Vincent on the 28th ult.

Lieut. Colonel H. Spencer Palmer, R.E., lately returned from China and Japan, has been selected to succeed Colonel E. Harding Steward (Retired) as Commanding Royal Engineer of the Manchester District.

The Solicitors to the Treasury have delivered a demurrer to Mr. Bradlaugh's statement of claim in the action for an injunction against the Serjeant-at-Arms. Messrs. Lewis and Lewis have joined in demurrer on behalf of Mr. Bradlaugh.

A trial trip of the s.s. *Arratoon Apar* has recently taken place on the Thames. She is a vessel of 2,400 tons, and has recently been fitted with entirely new machinery by Messrs. Maudslay, Son, and Field. A speed of twelve knots was obtained.

The vacant command of the *Foote*, gunboat, on the North American Station, has been given to Lieut. George C. Higgins, R.N., who entered the Navy in March, 1860. He served as sub-lieutenant in the *Rinaldo*, Commanders Bush and Robinson, on the China Station, where he obtained his promotion to lieutenant in 1869.

The Russian Government have completed their scheme of a new administrative division of Eastern Siberia. The first division will include territories of Yenaksky, Irkutsky, and Yakutsky; the second, those of Kamchatka, Amour, Kamtschatka, and Saghalien. This new division has been considered necessary to check Chinese immigration on the Oussouri frontiers.

Captain Loftus Francis Jones, R.N., who replaced Commodore Pratt in the command of the *Albatross*, entered the Navy in 1849. He served in the Black Sea during the Crimean War, and in 1859 he was selected by Rear-Admiral Lewis T. Jones, C.B., to serve as his flag-lieutenant in the *Imperial* on the China Station, following his chief into the *Chesapeake*, and serving in the naval operations which led to the capture of Peking (medal and clasp).

The 64-pounder breech-loading guns of the ship *Frolic*, Commander Arthur Moore, commissioned at Sheerness for services at Mauritius, are being mounted upon iron carriages, the wooden stands in use during the former commission in the China Station having been condemned. The *Frolic* is taking in stores at Sheerness Dockyard and making the necessary preparations for departure as soon as she has completed the official trials of her machinery.

The following figures of the trade between France and China may be interesting at the present time, while the relations between those two countries are not so cordial as they might be.—In 1870 the imports from the Celestial Empire amounted to £56,000,000; in 1878 to £140,000,000; in 1880 to £158,000,000; and in 1881 to £145,000,000; while the exports from France to China were no more than £4,700,000 in 1870, £20,500,000 in 1880, and £36,100,000 in 1881.

The defeat sustained by the French Government on the Bill for entrusting the Eastern Extension Telegraph Company with the laying of a cable between Saigon and Hongkong causes great dissatisfaction in independent quarters. It is rumored that in consequence of the vote the Eastern Extension Company have given notice that they will no longer provide the telegraphic service to Cochinchina. This, we believe, is not true, although in the event of their doing so the French would be absolutely without telegraphic communication with their colony.

The French Admiralty have launched another ironclad, in the shape of the *Furieux*, built at Cherbourg, on the plans of M. de Bussy. She is a mastless ironclad, having two turrets, two screws, and is constructed of iron and steel. The hull is divided into nine large and several lesser water-tight compartments, which is said, will render it impossible for her to be sent to the bottom. She will carry two heavy steel guns of 32c, and several Hotchkiss, in order to repel the attacks of torpedoes. It is calculated that the *Furieux* is taking in stores, a crew, steamer of about 1,000 tons gross register, named the *Catigorm*, which has been built to the order of Messrs. Robertson and Co., of Cornhill. She is constructed with a double bottom for water ballast, and is fitted with a full poop top gallant, forecastle, and midsalmon. Her dead weight capacity is about 2,700 tons, and her machinery will be fitted by Mr. David Rowan of Glasgow. When completed she will be employed on Messrs. Robertson and Co.'s line between London and China.

It is announced that Garmoye, the eldest son of Earl Cairns, is engaged to be married to Miss Fortescue, of the Savoy Theatre. An element of romance attaches to the fact of the eldest of the fair fairies whose hands for the last six months have been sought nightly in marriage by the stage poets in *Jolanthe*, being wooed and won before Messrs. Gilbert and Sullivan's piece has run through its first season by the son of one of the most distinguished of English Earls. During her short theatrical career Miss Fortescue has won the regard and esteem of her acquaintances and associates, and Lord Garmoye is to be congratulated on having secured the hand of a lady who, gifted with singular grace, charm, and beauty, has cultivated in the world behind the footlights her talents for the most noble and popular, but respected, of all amusements.

Particularly have been received at Collingwood, under Her Majesty's ship *Firby* and the Brazilian Steam Navigation Company's mail steamer *Rio Negro*. The *Firby* was lying at anchor in Monte Video harbour, as darkness set in the *Rio Negro*, while working out of harbour, struck the *Firby* on the starboard bow, starting the fittings of the fore compartment, carrying away a libroom and head gear. It is stated that the *Rio Negro* steamed out to sea, having made no inquiry as to whether the *Firby* was injured. Lieutenant Eagles, who was in command of the *Firby*, at once sent a boat to the aid of the *Rio Negro*, and the *Rio Negro* was towed to the shore. A chase of over two miles was afterwards maintained by the *Rio Negro* and the *Firby*, the latter having offered to "make good the damages," which were temporarily repaired at Monte Video.

A few days ago the Japanese steamer of Captain Dundas of Dundas had a very narrow escape from drowning. He went down to the Fort near Queensferry and was across to the opposite shore. On his return, however, owing to the coldness of the stream, he was seized with cramp in his legs, and had the greatest difficulty in getting back to where his blubber was swimming. He called out to his crew, "The devil of this was too much for him; and he fell down insensible on the beach directly he landed. In this condition he remained about half an hour, when he was found by some men, all of whom were quite dead. He was carried up to Captain Dundas's house, where the necessary steps were taken to restore animation. No doctor being available,



The Hongkong Telegraph.

No. 504.

SATURDAY, SEPTEMBER 8, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.
TO HAND PER "GLENOCLE."
PEARS' ASSORTED BEST TOILET SOAPS.
PEARS' PRICKLY HEAT SOAP.
CARBOLIC ACID.
CARBOLIC DISINFECTING POWDER IN DREDGERS.
WINTER HOSIERY.
TAILORING GOODS IN THIS SEASON'S PATTERNS.
THE NEW CLIMAX UMBRELLAS, GUARANTEED TO WEAR.
THE NEW TODDY KETTLES WITH LAMPS.
THE NEW COFFEE MACHINES.
THE DUPLEX TABLE LAMPS, LATEST DESIGNS.
ARTISTIC FENDERS AND FIRE IRONS.
LANE, CRAWFORD & Co.
Hongkong, 8th September, 1883. [540]

Insurances.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY, OF NEW ZEALAND.
CAPITAL £1,000,000 (ONE MILLION STERLING).
UNLIMITED LIABILITY OF SHAREHOLDERS.
THE Undersigned, having been Appointed Agents for the above Company, are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual discounts.
RUSSELL & Co., Agents.
Hongkong, 1st September, 1883. [674]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).
CAPITAL TAELS 600,000, EQUAL \$833,333.33.
RESERVE FUND.....\$70,858.27.
BOARD OF DIRECTORS.
LEE SING, Esq., LEE YAT LAU, Esq., LO YOK MOON, Esq., CHU CHIK NUNG, Esq.
MANAGER—HO AMEL.
MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1883. [670]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.
ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN SHIPPING.
Agents, ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [470]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.
(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company, is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
WOO LIN YUEN, Secretary.
HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

YANGTZE INSURANCE ASSOCIATION.
CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 318,235.56
TOTAL CAPITAL and ACCUMULATIONS, 31st March, 1883.....Tls. 968,235.56
DIRECTORS:
F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq., W. MEYER, Esq., A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.
HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.
LONDON BRANCH.
Messrs. BARRING BROTHERS & Co., Bankers.
RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.
Policies granted on MARINE RISKS to all parts of the world.
Subject to a charge of 12 per cent. for interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.
RUSSELL & Co., Agents.
Hongkong, 25th May, 1883. [183]

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Piano-forte. CHARGES STRICTLY MODERATE.
Address—Messrs. KELLY & WALSH, Queen's Road.
Hongkong, 1st March, 1883. [146]

Amusements.

THEATRE ROYAL CITY HALL, HONGKONG.
THE LOFTUS TROUPE
will return to Hongkong early in October, and give a Series of 12 Subscription Performances, selected from the following Repertoire:—
Iolanthe.....Trial by Jury.
Patience.....Pirates of Penance.
H.M.S. "Pinafore".....Crimson Scarf.
Madame Favart.....Grand Duchess (Burlesque).
La Mascotte.....Hobbies (Burlesque).
The Contrabandist.....Round the Clock.
Queen's Evidence (Comedy).....Uncle Tom's Cabin.
Phoenix; or Arisen from the Ashes.....Arrah na Pogue.
Fritz, Our Cousin German.....Our Boys.
Pink Dominoes.....Chilperic.
Subscription Performances will take place 3 times a week, and on these evenings no Piece will be repeated.
SUBSCRIPTION PRICES.
12 Nights—Dress Circle or Stalls—Single Ticket \$20.00.
Box Plan now open at Messrs. KELLY & WALSH'S.
Hongkong, 11th August, 1883. [634]

Notices of Firms.

NOTICE.
FROM this date Messrs. RUSSELL & Co. will conduct our Business at this Port, and all Communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this Port for our line of Steamers.
GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [606]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.
NOTICE.
DURING my absence from Hongkong Mr. ARTHUR SPENCER GARRETT has been appointed ACTING SECRETARY.
By Order, W. H. RAY, Secretary.
Hongkong, 1st September, 1883. [672]

To be Let.

TO LET.
NO. 8, HOLLYWOOD ROAD.
"10, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.
"BISNEE VILLA" Pokfulam, Furnished.
Apply to DAVID SASSOON, SONS & Co.
Hongkong, 31st August, 1883. [7]

TO LET.
FURNISHED ROOMS in the Hollywood Road, WITH or WITHOUT BOARD.
Private Family.
For Particulars, apply to M. A., Office of this paper.
Hongkong, 7th July, 1883. [537]

TO LET.
THE PREMISES now occupied by us No. 11, Queen's Road Central.
For further Particulars, apply to Messrs. RUSSELL & Co.
GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [607]

Intimations.

NOTICE.
THE Undersigned have REMOVED from this date their Office to No. 24, Praya Central, 1st Floor, Corner of Pottinger Street.
REMEDIOS & Co.
Hongkong, 1st September, 1883. [679]

NOTICE.
HE CHUNG, SHIP'S PLUMBER, BLACKSMITH, &c., &c., has REMOVED from No. 35, Queen's Road East, to No. 6, Peel Street, close to No. 120, Queen's Road Central.
Hongkong, 4th August, 1883. [620]

CHINA FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1882.
SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ended 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.
By Order of the Directors, JAS. B. COUGHTRIE, Secretary.
Hongkong, 1st September, 1883. [673]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributions during the half-year ended June 30th, 1883, on or before September 15th next, on which date the Accounts will be CLOSED.
By Order of the Board of Directors, D. GILLIES, Secretary.
Hongkong 20th August, 1883. [653]

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CROWNS.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [469]

Intimations.

KELLY & WALSH
HAVE JUST RECEIVED
5000 NUMBERS OF THE SEA SIDE AND FRANKLIN SQUARE LIBRARIES.
TWENTY-FIVE CENTS EACH.

John Inglesant.....J. H. Sherhouse.
Vice-Versa.....Rhoda Broughton.
Yolande.....William Black.
Like Ships upon the Sea.....Eleanor Trollope.
Side Lights of English Society.....G. Murray.
Experiences of a Barrister's Life.....S. Ballantine.
Wanda.....Ouida.
The Wreck of the Grosvenor.....W. Clarke Russell.
Ready Money Mortiboy.....Besant & Rice.
The Golden Butterfly.....do.
Alton Locke.....Chas. Kingsley.
Under two Flags.....Ouida.
Cherry Ripe.....Helen Mathers.
Not wisely but too well.....Rhoda Broughton.
Adam Bede.....do.
Felix Holt the Radical.....do.
Daniel Deronda.....do.
The Mill on the Floss.....do.
John Halifax, Gentleman.....Miss Muloch.
Rhona.....Mrs. Forester.
John Marchmont's Legacy.....Miss Braddon.
Lorna Doone.....R. D. Blackmore.
Heir of Redcliffe.....Miss Yonge.
Romance of 19th Century.....W. H. Mallock.
Jane Eyre.....Charlotte Bronte.
Puck.....Ouida.
Vanity Fair.....W. M. Thackeray.
Henry Esmond.....do.
Handy Andy.....Samuel Lover.
Robert Falconer.....George Macdonald.
Nancy.....Rhoda Broughton.
All Sorts and Conditions of Men.....Besant & Rice.
The Tenant of Wildfell Hall.....Anne Brontë.
The Beautiful Wretch.....do.
Shandon Bells.....do.
A Laodicean.....Thomas Hardy.
So they were married.....Besant & Rice.
Donna Quixote.....Justin McCarthy.
The Chaplain of the Fleet.....do.
Life and Adventures of Peter Wilkins.....J. A. Froude.
Reminiscences of Thomas Carlyle.....do.
Endymion.....Lord Beaconsfield.
A History of our own Times.....Justin McCarthy.
(2 parts).
Grandmother's Money.....F. W. Robinson.
East Lynne.....Mrs. Henry Wood.
The Channings.....do.
Life of Christ (2 parts).....Dr. Giekie.
Life of St. Paul (2 parts).....Canon Farrar.
The Small House at Allington.....Anthony Trollope.
An Ocean Free Lance.....W. Clark Russell.
No Intentions.....Florence Maryatt.
Christowell.....R. D. Blackmore.
The Comet of a Season.....Justin McCarthy.
Man and Wife.....Vilkie Collins.
Mary Marston.....George Macdonald.
Life of Christ.....Canon Farrar.
By Proxy.....James Payn.
European Slave Life.....F. W. Hacklander.

ALL THE BEST NOVELS OF ALL THE BEST WRITERS.
COMPLETE LISTS MAY BE HAD ON APPLICATION.
KELLY & WALSH—HONGKONG.
Hongkong, 20th August, 1883. [560]

W. BREWER.

HAS JUST RECEIVED.

FOWLER'S PHRENOLOGICAL BUSTS AND HANDBOOKS.
HYMNS ANCIENT AND MODERN.
THE STARS AND HOW TO FIND THEM.
HOLTHAM'S EIGHT YEARS IN JAPAN.
A NEW ASSORTMENT OF BIBLES, PRAYER BOOKS AND DEVOTIONAL BOOKS.
NEW DESIGNS IN SQUEEZER PLAYING CARDS.
CHEAP BOXES OF FANCY STATIONERY IN SEVERAL NEW TINTS.
CHEAP ACCOUNT BOOKS, LETTER BOOKS, AND COMMERCIAL ENVELOPES.
TENNIS BATS; DOUBLE STRUNG.
COPYING PRESSES; FOOLSCAP AND LETTER SIZE.
CHIT BOOKS AND CHIT CASES and a quantity of NOVELTIES.
W. BREWER,
QUEEN'S ROAD.
Hongkong, 6th September, 1883. [703]

SAYLE & CO.

FURNISHING DEPARTMENT.

WE have just received from our SHANGHAI CABINET FACTORY a SAMPLE SUITE of BEDROOM FURNITURE which is now on view.
Any Article of FURNITURE made to order in MAHOGANY, BIRCH, ASH or WALNUT at less than Home Prices.
DESIGN BOOKS and Estimates on application.
We are also showing the VIENNA BENTWOOD FURNITURE, very strong and durable.
WALNUT and EBONIZED BRACKETS in great variety.
VENETIAN and OVAL MIRRORS.
IRON SWING BASSINETTES and COTS for Children in every size.
The Excelsior Patent Chain SPRING MATTRESS in every size (the Best Spring Mattress extant).
New Designs in LACE CURTAINS 3, 4, 5, 6 yards long.
Single and Double PERAMBULATORS Specially adapted for this Colony.
SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.
Hongkong, 6th August, 1883. [249]

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

THE FOLLOWING BOOKS HAVE BEEN RECEIVED.

BEETON'S Handbook of Needlework.
" Ready Reckoner.
" All about Gardening.
" English Woman's Cookery Book.
Poucher's The Universe.
Tissandier's Scientific Recreations.
Mitford's Tales of Old Japan.
Bagehot's Economical Studies.
Figuer's The Human Race.
Perry's Practical Mechanics.
Shore's Some Difficulties of Belief.
Creswell's Handrailings and Staircasing.
Dresser's Principle of Decorative Design.
Elwe's Animal Drawings.
Hongkong, 24th August, 1883.

WILLIAM SCHMIDT & CO. GUNMAKERS & AMMUNITION DEALERS.
BEACONSFIELD ARCADE.
Arms, Ammunitions, and Requisites of every description.
Arms Repaired, Cleaned, or Converted at moderate charges.
Sporting Guns and Ammunition always on hand.
[9]

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCKMAKERS.
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
SOLE AGENTS for Louis Audemars' Watches, awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPTICAL GLASSES, MARINE GLASSES, AND SPECTACLES.
No. 38, QUEEN'S ROAD CENTRAL [478]

Shipping.

STEAMERS.
FOR HONGKONG AND PAKHOI.
THE Steamship
"PING-ON."
Captain McCaslin, will be despatched for the above Ports, TO-MORROW, the 9th instant, at DAYLIGHT.
For Freight or Passage, apply to RUSSELL & Co.
Hongkong, 7th September, 1883. [690]

FOR SINGAPORE, PENANG, AND CALCUTTA.
THE Steamship
"ARRATOON APCAR."
Captain A. B. MacTavish, will be despatched for the above Ports, on TUESDAY, the 11th inst., at THREE P.M.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 4th September, 1883. [683]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"JORGE JUAN,"
Captain Thebaud, will be despatched for the above Port, on TUESDAY, the 11th instant, at FIVE P.M.
For Freight or Passage, apply to RUSSELL & Co., General Managers.
Hongkong, 7th September, 1883. [691]

UNION LINE.
FOR SHANGHAI.
THE Steamship
"CAMBODIA,"
Captain Wildgoose, due on or about the 11th instant, will have immediate despatch for the above Port.
For Freight or Passage, apply to RUSSELL & Co.
Hongkong, 5th September, 1883. [687]

GEO. R. STEVENS & Co.'S LINE.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)
THE Steamship
"SUEZ,"
Captain Ainslie, will be despatched as above, on SATURDAY, the 15th instant, at FIVE P.M.
For Freight or Passage, apply to RUSSELL & Co., Agents.
Hongkong, 4th September, 1883. [644]

FOR SINGAPORE, PENANG, AND CALCUTTA.
THE Steamship
"CLAYMORE,"
Captain Gulland, will be despatched on or about the 16th instant.
For Freight or Passage, apply to TURNER & Co., Agents.
Hongkong, 6th September, 1883. [688]

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.
THE Steamship
"EUROPE,"
Valladier, Commander, will sail on or about the 24th September, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.
The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.
The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.
Each Steamer carries a Surgeon and Stewards.
The Line is noted for its Cuisine and Beer and Table Vines are included in the Passage Money.
RETURN TICKETS are now granted by the Steamers of this line available for 6 or 12 months to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.
Special rates are arranged for families.
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, 27th August, 1883. [659]

SAILING VESSELS.

FOR SAN FRANCISCO.
THE 3/3 L. I. I. American Ship.
"ROBERT DIXON,"
Young, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 1st September, 1883. [676]

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"PAUL JONES,"
Gerrish, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 30th August, 1883. [666]

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"SOUTHERN CROSS,"
Bailey, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 30th August, 1883. [667]

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.
THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO,"
will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th September, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, with Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare; re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.
Freight will be received on board until 4 P.M. on the 11th September. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agents of the Company, No. 50A, Queen's Road Central.
F. E. FOSTER, Agent.
Hongkong, 24th August, 1883. [1]

Consignees.

UNION LINE.
NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON, PENANG, AND SINGAPORE.
THE Steamship
"SELEMBRIA,"
Captain Fowler, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.
Optional Cargo will be forwarded on to Yokohama unless notice to the contrary be given before NOON, TO-MORROW, the 5th inst.
All Claims against the Steamer must be presented to the Undersigned on or before the 13th instant, or they will not be recognized.
RUSSELL & Co., Agents.
Hongkong, 4th September, 1883. [684]

Intimations.

"CLARIDGE'S HOTEL,"
BROOK STREET, HOTEL, W.
THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains in providing their visitors with every possible comfort. TERMS, MODERATE. [502]

ROYAL YORK HOTEL,
OLD STEVNE, BRIGHTON, ENGLAND.
THE above HOTEL is Centrally situated, with Spacious Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment, at STRICTLY MODERATE CHARGES.
A. HOADLY, Proprietor. [503]

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth to the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.
The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.
Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.
FOR SALE ONLY BY MOORE & Co., VARIETY STORE, Queen's Road Central.
Hongkong, 25th January, 1883. [589]

G. H. MUMF & Co.'S CHAMPAGNE.
"QUARTS".....\$25 per Case.
"FINS".....\$23 per Case.
Apply to MELCHERS & Co.
Hongkong, and March, 1882. [18]

PRIVATE BOARD AND LODGING
can be obtained for SINGLE GENTLEMEN OR MARRIED COUPLES at "AT RAIL" No. 6, QUEEN'S ROAD EAST. Next Door to the Temperance Hall. Terms Moderate.
Hongkong, 10th July, 1883. [184]